





## INTIMATIONS.

BROWN, JONES & CO.  
MONUMENTAL SCULPTORS.

AMERICAN MARBLE  
ITALIAN MARBLE  
HONGKONG GRANITE  
Designs and Prices on application.  
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.

A. S. WATSON & CO.,  
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

## SCOTCH WHISKY.

A—THORNE'S BLEND, White Cap-  
sule..... \$10.80

B—WATSON'S GLENORCHY, MET-  
LOW BLEND, Blue Capsule, with  
Name and Trade Mark ..... 10.80

C—WATSON'S ANELOUR-GLEN-  
LIVET, Red Capsule, with Name  
and Trade Mark ..... 12.00

D—WATSON'S H.K.D. BLEND OF  
THE FINEST SCOTCH MALT  
WHISKIES, Violet Capsule ..... 14.40

E—WATSON'S VERY OLD LIQUEUR  
SCOTCH WHISKY, Gold Capsule 15.00

THORNE'S BLEND and WATSON'S  
GLENORCHY are high class Soda Whiskies,  
of greater age than most brands in the  
market.

ANELOUR GLENLIVET is a very old Peat  
Whisky (smoky) and could not now be  
replaced in stock at the price.

D is well known for its fine flavour.

E is of superb quality and pronounced by  
leading local connoisseurs to be the best  
brand in the Hongkong market.

A. S. WATSON & CO., LIMITED  
WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

NOTICE TO CORRESPONDENTS.  
Only communications relating to the news columns  
should be addressed to THE EDITOR.  
Correspondents must forward their names and  
addresses with communications addressed to the Editor,  
not for publication, but as evidence of good faith.  
All letters for publication should be written on  
one side of the paper only.  
No anonymously signed communications that have  
already appeared in other papers will be inserted.  
Orders for extra copies of DAILY PRESS should  
be sent before 11 a.m. on day of publication. After  
that hour the supply is limited. Only supplied for  
Cash.

Telegraphic Address Press—A.B.C. Code.  
P.O. Box 33. Telephone No. 12.

## The Daily Press.

HONGKONG, July 13th, 1900

A cloud of melancholy uncertainty rests at present upon everything connected with Peking, which, as we have already said, is as remarkable as it is unsatisfactory; but there is one fact at any rate that stands out in bold relief. This is the absolute certainty that whatever now passes as the Imperial Government has thrown in its lot with the anti-foreign movement which has been productive of so much slaughter during the past few weeks. At the commencement of the so-called Boxer movement—the development of the *I Ho Chuan*—the Imperial Government looked on with perhaps ill-concealed approval, and when constrained, out of regard for their own reputation as the guardians of the people, to take some steps to restrain these fanatics from open violence, issued Decrees in which they feebly deprecated their acts and exhorted them to disperse peacefully. When, however, the *I Ho Chuan* and their official sympathisers at length openly threw off the mask, the Imperial Government, guided, it is believed, by Prince Tuan, also revealed themselves in their true colours. In a Decree issued on the 25th ultimo, the Government, or what remains of it, for the Emperor and the Empress Dowager are both reported to be dead, thus strips off the last rag of concealment and throws down the gage to the civilised world:—"We are now at war with foreigners and we have fought great battles against them. The *I Ho Chuan* patriots and people combined with the Government troops have repeatedly been victorious in their battles with our foreign enemies, and we have already sent Imperial Commissioners to transmit to

these patriots and Government troops the Imperial commendation and exhortation "to repeat their successes on the field." It matters little that hitherto these so-called success like all the Chinese victories during the war with Japan, have been either defeats or actions wherein they have lost very heavily; the veracious Chinese chronicler has no language in which to describe a disaster to Chinese arms. The Decree which is ascribed to Prince Tuan frankly acknowledges that the Government is at war with the Treaty Powers. What has followed, these operations, and whether the gallant hand of foreigners in the capital are still withstanding, behind the slender protection of the Legation walls, the pressure of the arms of the Imperial troops and the horde of undisciplined *I Ho Chuan*, still remains to be ascertained. But of this we are at least certain, that the Prince and his party—and they are the dominant if not the sole power in Peking—are committed to a struggle with all the Treaty Powers, who are hurrying out troops and ships to avenge the insults and injuries which have been wantonly inflicted upon the fellow countrymen of the eight Powers engaged. All the Powers have sustained losses, both in lives and property, and each must feel a profound conviction that it can never again trust the good faith of the Manchu Government. It is still much too early to forecast the result of the appeal to arms, to which the Peking Government has so rashly and hastily resorted, but we may at least feel the conviction that at the termination of the struggle there will be a settlement of a more final character than followed previous wars with China.

In the present conflict there has been one broad feature which differentiates it, so far, at all events, from all previous wars with the Outer Nations. Formerly the rulers of the Central Kingdom were able to impose their will upon and exact obedience from all the great provincial satraps. Feeble as the Imperial Government of China seemed, it had a very long hand, and could easily reach a recalcitrant Viceroy. At the present juncture, however, the Imperial Government can apparently command the allegiance of comparatively few of the Viceroys. Those administering the provinces south of the Yellow River and even the Governor of Shantung have refused to recognise the so-called Imperial Decrees emanating from Peking after the 20th ult. They recognise the utter madness and folly of the action of Peking in arraying itself against the might of the civilised world, and have no desire to share in the disasters which must overtake the Manchus. If the southern Viceroys stand fast to this wise decision and maintain order in their provinces the area of the war will be comparatively limited and its duration very brief. But their very abstention from the quarrel must make more certain the downfall of the Manchu power and the removal of the centre of authority in China from Peking. Such a result could hardly fail to be productive of ultimate good. Peking itself has no legitimate right to exist as a capital. It is built on a sandy desert far from the great industries, dependent on outside sources for its food-supplies and means of defence, and supports a large population of drones. It is out of touch with the rest of the Empire, and the so-called Government has for the past century existed only by reason of the traditional respect for a sovereign who has been endowed with semi-supernatural dignities and powers, carefully hidden from the common eye by being immured in the walls of the Prohibited City. The veil which has hitherto protected the Son of Heaven from the vulgar gaze has been or will be ruthlessly torn down, and it is safe to prophesy, we think, that the end of the Ta-tsing dynasty is close at hand, unless indeed His Majesty Kwang Su still survives as a captive, when it might be possible to re-constitute the Empire at Nanking with a different environment for the monarch. These speculations may, however, be entirely capzipped by news of the confirmation of the disaster recently rumoured to have occurred at Peking. It is somehow difficult to believe that none of the Viceroys have received any reliable intelligence from the capital, or that they could not, were they so minded, put us out of suspense with regard to the fate of the Legations. The very isolation of our Representatives and the uncertainty as to their fate is tending to unite the Powers in their determination to make an end of Peking.

The Volunteer parade ordered for last night at Happy Valley was cancelled.

During the 24 hours ending at noon yesterday, there were reported eight fresh cases of plague and ten deaths.

A Chinaman has reported to the police that while walking towards Kowloon City he was set upon by three men armed with revolvers and swords and relieved of his clothing and money. The man got away.

We understand that Major Morris, who was wounded at the relief of Tientsin, has been invalided home.

A woman connected with a passenger boat was yesterday fined \$25 for having 40 kegs of gunpowder on board.

The Telegraph Companies informed us yesterday that telegraphic communication with Chefoo has been totally interrupted since Wednesday night.

Mr. H. B. Miller, United States Consul at Ching-kiang, was a passenger by the transport *Lozan* when she left Nagasaki on her way to Taku.

A Nagasaki local paper states that "Mr. Chang, the Chinese Consul at Nagasaki, sent his family to Hongkong by the *Gadic* for some reason or other."

The *Foochow Daily Echo* of the 7th inst. says:—"All remains perfectly quiet here. If at any time during the past three weeks there was any apprehension of trouble it has now passed away."

It is stated, says the *Nagasaki Press*, that the Government has given orders for the coining of a quantity of silver dollars, in view of the demand for them that is caused by events in China. The receipt of the Chinese indemnity enabled Japan to place her currency on a gold basis, and in Chinese complications she seems likely to find a means of getting rid of her remaining stores of the white metal.

What may be called the "opium and suicide" story has astonishing vitality. The *Osaka Asahi* gives a circumstantial variation of it, stating that two Manchurian ladies who, escaped from Peking on the 24th ult. report that it was well known in Peking that the Emperor had been compelled to commit suicide by taking opium, and that the Empress Dowager was also told she must die. She took opium, but recovered and became insane.

Rumour continues to assert most positively that the Korean Government has declared the Masampo agreement null and void, Russian having failed to comply with the terms of the sale as to payments. The price fixed for the land was to be \$9,000 yen, with a yearly rental of 1,950 yen, and it was understood that the land was to be used as a site for a coal depot and a naval hospital. Of course we cannot for a moment suppose that Russia will allow the bargain to lapse owing to any question of money, but undoubtedly the conduct attributed to her must be classed as "smart."—*Japan Mail*.

A sailor named Waterhouse appeared before Mr. Hazledine yesterday on a charge of being drunk and incapable and was fined \$2. It appears that early in the morning he was found in a side-street off Praya West speechlessly drunk. He had no boots on, and it subsequently transpired that they had been stolen by a Chinaman. A district watchman saw a Chinaman with a bundle at about one o'clock in the morning, and when asked where he had got the bundle from he let it drop and a pair of boots rolled out. The watchman gave chase, caught him, and took him to the Police Station, where the boots were identified as those of the sailor. The latter could not remember how he had lost them. The Chinaman was sentenced to two months' hard labour.

A somewhat extraordinary scene was witnessed in Kowloon City on Wednesday. An Indian with his clothing torn to shreds and bearing other evidences of bad usage was seen with a carbine in his hand driving before him five Chinamen, to whom he was jabbering excitedly. On arriving at the Police Station he told his story. It seems that he has charge of a sheep farm near Saikung owned by Mr. Rennie, of Hongkong. He has not got along well with his Chinese neighbours, and on Wednesday nine of them set upon him, tearing his coat and maltreating him generally. Managing to escape from their clutches he seized his gun, and before they could all get away he covered five of them with his carbine, threatening to shoot them if they did not accompany him to the Police Station. Yesterday Mr. Rennie and Sergeants Garrod and Marston went over to the 'Now Territory' to enquire into the affair. They learned that the Indian was not altogether free from blame and it is hardly likely that he will prosecute, though it is probable that the Chinamen will be proceeded against for disorderly behaviour.

The *Orientalische Lloyd* states that Captain Lanz, of the *Illis*, has received from Commander Slade, of the *Algerine*, a letter of sympathy, in which the latter mentions that Captain Lanz was the life and soul of the bombardment and the capture of the Taku forts. Captain Lanz is mending from his wounds, but does not know whether or when he will be completely healed. He received a shell splinter above his right ankle, injuring the bone, and 25 to 30 small wounds from shell splinters in his right leg, breast and face and right hand. The whole of the left side of his face is torn. He describes the fighting as having been very severe but highly interesting. The *Illis*, which looks bigger than it really is, and the Russian gunboat *Gilgach*, had to stand the main attack for five hours. He was wounded during the fifth hour. His officers and men behaved splendidly and it was a pleasure to work with them; they were as cool as if at drill. The *Illis* was to go to Shanghai for repairs and he was to go by transport to Yokohama to the naval hospital. The *Illis* was hit by fifteen fall directed shells. By chance the *Illis* was mainly fighting with the *Algerine*, the British fighting very bravely.

Dr. F. C. Bieleff, the German Consul at Hongkong, now acting in Manila, has been decorated with the order of the Red Eagle, 4th class.

The *Orientalische Lloyd* mentions that the Chinese military students sent to Japan have been recalled. The foreign ministers meet daily in the Belgian Legation in Tokio to discuss the situation.

According to naval medical statistics the order of healthiness in the various British naval squadrons is:—Home Station, Mediterranean, West Indies, Pacific, Africa, South East Coast of America, Australia, China, and East Indies.

A steamer which arrived at Shanghai on the 5th inst. from River ports reported sighting H.M.S. *Pique* on the 3rd instant off Christmas Island. At 6 a.m. on the 5th a Japanese cruiser was passed off Plover Point; both vessels were bound up.

Major P. J. W. Prendergast, B.E., and Misses Barr and J. Batchelor, who arrived in Shanghai by the *Taiyang*, on the 3rd inst. left at once by the *Kingpin* for Weihaiwei. Major Prendergast replaces Colonel Dordard as Commissioner, and the two ladies are to superintend the nursing at the base hospital at Weihaihai.

A private letter from Hangchow to Shanghai mentions, to show how little the trade of Chekiang province is affected by the troubles in the north, that the revenue of the Hangchow Customs for June was £16,000 larger than in the same month last year. The arrival of the new British Consul, Mr. King, added to the good sense of the better classes among the Chinese population, made all foreigners at Hangchow feel perfectly safe.

It is reported from Bangkok that on the 2nd inst. a prisoner escaped from H. B. M.'s Consular gaol, while under sentence of six months' imprisonment for robbery. Nine escapes were made from the Korat gaol on the 27th ult. Two Siamese Buddhist monks left Bangkok on the 3rd inst. for Hongkong, whence they will accompany to Japan the Japanese Buddhist who are conducting homages of the relics of Buddha which the King of Siam has presented to Japan.

A San Francisco contemporary gives a photo and an account of the career of the late Capt. R. E. Searle, who was Commodore of the Pacific Mail fleet and port warden of the company. The deceased Captain is supposed to have left an estate worth over \$60,000 gold, most of which is in cash. Born in London about 70 years ago, Captain Searle went to America before the mast when a boy. He took a humble place with the Pacific Mail on the Atlantic side at the inception of the company. In 1867 he went to the Pacific coast for the Pacific Mail. The steamer *Ancon*, as sidewheel, was his first command on that coast. The vessel was afterwards sold to the Pacific Coast Steamship Company and wrecked on the Alaskan coast. He subsequently had command of vessels running to Australia in addition to Panama and the Orient, but trans-Pacific voyages to Yokohama and Hongkong were his delight, the *City of Peking* being his favourite command. About five years ago the Captain was overboard about two weeks in reaching San Francisco. The vessel was thought to have been lost with all on board. The public was greatly excited, and several vessels were sent out to find her if possible. Happily the Captain was found in charge of his disabled ship on the high seas, with all the passengers and crew safe and sound. The ship had broken down, and all the Captain could do was to try and use a meagre supply of sail and look out for a succouring steamer. Great was the relief of the public when the vessel arrived into port with all on board no worse for their experience. The Captain was never married, and his fortune has been willed to friends in San Francisco.

## REUTER'S SERVICE.

LONDON, 10th July.

THE WAR IN SOUTH AFRICA.  
General Buller, after conferring with Lord Roberts, has left Pretoria.

The Boers under Commandant Lommer are active around Rustenburg. Col. Mahon engaged three thousand of the enemy on the 6th and 7th inst. who were threatening the railway near Springs and drove them to the eastward of Bronckhorst. The British casualties amounted to 33.

Mr. Steyn and Commandant Dewet with a considerable following have gone to Fouriesburg. The release of the 800 Yeomanry and Derbyshire Militia is regarded as indicative of the shortness of Boer supplies.

The prisoners state that they have suffered intensely from cold and starvation and that the Boers appropriated their uniforms, giving them ragged clothes in their place.

Racial bitterness at the Cape is increasing.

THE CRISIS IN CHINA.  
It is declared at St. Petersburg that Russia sets no limit to the number of troops Japan may send to China, on the condition that this constitutes in nowise a mandate for placing Japan in a privileged position.

Mr. Brodick stated in the House that reinforcements of men and ships were on their way to China and that the Government was quite prepared to take any action necessitated by the situation.

AUSTRALIAN FEDERATION.  
The Royal assent has been given to Australian Federation.

## TELEGRAMS.

DAILY PRESS SERVICE.

## THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 12th July, 10 p.m.

## TELEGRAPHIC COMMUNICATION FAILS.

All telegraphic communication with Chefoo is stopped, and we are without any news whatever from the North to-day.

LONDON, 11th July, 7.35 p.m.

## RUSSIAN TROOPS FOR MANCHURIA.

It is reported that Russia has informed the Powers that she has ordered troops to enter Manchuria.

## THE WAR IN SOUTH AFRICA.

LONDON, 11th July, 7.35 p.m.

## DEFEAT OF DEWET.

Commandant Dewet having refused to surrender, Generals Clements and Poget attacked and captured Bethlehem. The enemy have retreated.

## LORD ROBERTS'S REPLY TO HONGKONG'S CONGRATULATIONS.

By the courtesy of H.E. the Governor we are enabled to publish the following telegram which has been sent by Field-Marshal Lord Roberts, at Pretoria, to the Governor of Hongkong:—

"Sincere thanks from myself and Army for congratulations of Hongkong."

ROBERTS.

## THE ASHANTI TROUBLE.

LONDON, 11th July, 7.35 p.m.

## WILCOCKS WITHIN 25 MILES OF COOMASSIE.

Col. Wilcocks is within 25 miles of Coomassie. Sir F. Hodgson and his wife are at Cape Coast Castle.

## THE CRISIS IN CHINA.

MORE FUELERS FOR THE NORTH.

In response to the urgent requests from the north another company of the Royal Welsh Fusiliers will start for Taku to-day, if possible, by the *Taiyang*. Lieut.-Col. the Hon. R. E. Bertie goes to relieve Major Morris, who is returning home wounded, and with him are going to the front 140 of the R. W. F. and the following officers:—Major A. F. Cooper, Lieut. A. Hay, Lieut. R. J. B. Johnson, Lieut. and Q. M. J. F. Clive, Sergt.-Major Hickman, Q. M. Sergt. Patterson.

## RELEAGUED TIENTSIN.

[FROM OUR SPECIAL CORRESPONDENT.]

I have been permitted to see two letters from officers who were in Tientsin during the time when the town was cut off from all communication with outside. The following extracts are of interest:—

Tientsin, 15th June.  
Left Tientsin and arrived at Tang Sung about 1 a.m. and found station burnt down. A Chinaman arrived with despatches from Peking, and reported Boxers had burnt the station about noon. Went on, and arrived at a place where line was torn up and bridge No. 32 was on fire. Repaired damage to this and also to No. 33 bridge, which also had been set on fire, and proceeded for some distance up the line when news was brought that a large body of Boxers were advancing to attack the train. By this time fires again broke out in our rear and Captain Burke, R.N., who was in command, decided to return to prevent being cut off. Arrived just in time to save bridge before Tang Sung from being destroyed by fire. Opened heavy rifle fire on Chinese who disappeared, and we arrived safely back at Tientsin at 10 p.m. [Above apparently refers to a reconnaissance by rail towards Peking.]

Tientsin, 20th June.  
Have had romantic experiences during the last week. Arrived here with my party and found that the Naval Brigade in conjunction with other Nationalities were preparing the town against assault. Have had heavy work defending the place since, at the following will show.

The day after our arrival Capt. Burke came here and proceeded up the line 20 miles, but was compelled to return owing to bridges and line being damaged. He had a close shave once during the fighting afterwards whilst he and a midshipman were at lunch. A 6-inch shell burst in the verandah of his quarters, completely covering them with debris; it was some time before they could see each other. Half an hour later another one burst in his bedroom, neither shots doing any real mischief. The *Orlando's* have done very good work under Lieut. Wright and secured a 3-in. Maxim-Vickers gun with ammunition. There is also the *Centurions* here with a Maxim; *Barfleurs* under Commander Bestie; and *Aurora's* which

parties together form the British Brigade here. Great credit was given by the Commander-in-Chief to Lieut. Wright on passing through here for the able manner in which he had put the British section into a state of defence.

The disturbances commenced on the 15th at midnight, the Boxers endeavouring to fire everything around the town. Some sharp fighting took place and they were driven back. Lieut. Roper and 50 men were sent to Song Shan the head of the Chinese railway on the Paitaiho line, to protect the rolling stock. I am afraid he is in a bad way, as communication is now cut off both ways. A party were sent down on the 17th just after midnight to Tongkin with the armoured train, consisting of 20 Germans and 20 *Orlando's*, taking with them a 6-pdr. and a search light. Found the line all clear, but observed heavy firing about.

On arriving one mile north of Tongkin the train was fired upon by the Northern Force. It was a very exciting scene; thoroughly enjoyed by our men. Train returned safely back and we were in time to take part in the severe engagement at the railway station same morning. This practically was the commencement of hostilities against the Allies by Chinese Imperial troops. The Russians were holding the station with a regiment of infantry, and as they were hotly pressed 80 *Orlando's* were sent to reinforce them. On their arrival they found the Russians had several killed and wounded, and together with the Russians assisted to repel the attack which had now developed furiously. A 3-inch field gun (Russian) did severe execution on the rebels.

Time after time the rebels charged close up, but were met with a withering fire; the conduct of our men is hard to describe. Young seamen suddenly becoming seasoned veterans, their dodging tactics during the struggle preventing any serious casualties here. They must have tried to cut off the comrades of the Naval Brigade in South Africa. The Russians fought well, and were well handled, though they lost heavily. At 11 a.m. the Russian General decided to make an attack on the villages and forts and at 4 p.m. the attack took place—each brigade having a special objective. We had to advance against a terrific rifle fire to the villages, which we destroyed, killing large numbers of Imperial troops on route. Lieut. Wright came up with a field gun and did some fine work. The Chinese guns seem to be of the latest type and worked by experienced men, whose shooting, both for direction and distance, is very accurate. The villages were all destroyed but the forts not taken that day. The British casualties here were 3 killed and 20 wounded. Russians about 20 killed and 60 wounded. The marines attacked and destroyed the Military Academy, losing 1 killed and several wounded. Next day Chinese troops commenced bombarding Foreign Settlements, doing considerable damage to property. Captain Bayley R.N. (S.N.O.) decided to attack villages other side of the river which were full of Imperial troops. They met with a very heavy resistance and had to retire, but burnt villages already passed through on their way back. Casualties here, Commander Beattie severely wounded left shoulder, Lieut. Wright, dangerously wounded, left eye gone, jaw smashed, hope of recovery. Lieut. Powell, back and groin badly, 3 midshipmen and 20 others also wounded, some severely.

To-day (20th) Chinese severely bombarding English and French concessions, doing considerable damage. All communications cut off with outside world, but can hold our own easily till relieved, which we know will only be a few days—wounded doing well, owing to climate.

## CHEFOO NEWS.

[FROM OUR CORRESPONDENT.]

Chefoo, 1st July.  
We heard on the 28th ult. that a mission station ten miles inland had been burnt. There is no authentic news from the north. The town remained very quiet up to the 30th, when the Consul requested that an armed party from the *Terrible* should be landed, as disturbances had broken out in the native town, caused by some Japanese cutting off the pigstails of some Chinese during a squabble. The men were promptly sent from the *Terrible*, but the place was quiet on their arrival on shore—much to their disgust, it is said, for they were anxious for a little business.

To-day the *Terrible* left for Weihaiwei, taking with her a number of American missionaries and their families to that port who had arrived from the interior, having obtained an escort till they arrived at a place of safety. Two more guns and some men from the *Terrible* have left for the front ready for the next move, replacing those who have returned to the ships suffering from their recent experiences. The Naval Brigades have had a large number of casualties but no official list is yet to be had. Several superior officers have been wounded.

A CHINESE ACCOUNT OF PEKING AFFAIRS.  
We take from the *N.C. Daily News* the following translation of a despatch from Chinanfu, Shantung, which was received on the 4th inst. by a prominent member of the Reform Party in Shanghai from a member of the Party who had fled from Peking on the 28th ultimo:—

"There were over 100,000 Boxers and Manchurian troops in the capital when I left and numbers more were pouring in from all parts of Chihli, Shantung, Shensi and Honan. Their main object seemed to be to plunder and hatred of foreigners. The gates of Peking were consequently open day and night to permit these reinforcements to enter the city. Those in the city had attacked the foreign legations continuously for ten days, but were repulsed every time, although they managed to set fire to a number of houses adjoining the foreign quarters, therefore leaving the latter considerably exposed. I believe one or two foreign houses had already been destroyed when I left the city. No decent person could get anywhere near the place for fear of being called a 'foreigner' by the mob. Not counting the 2,000 to 3,000 converts who have been massacred by the Boxers inside Peking, it was estimated when I left that over 4,000 peaceable citizens had also been slain in the middle. The Tartar and Forbidden cities were filled to overflowing



HONGKONG  
BUSINESS DIRECTORY.

## AUCTIONEERS, &amp;c.

PAUL BREWITT,  
2, Zetland Street, Auctioneer, Appraiser  
and Commission Agent.

HUGHES & HUGH,  
Auctioneers to the Government, and Share  
and General Brokers, corner Ice House  
Street and Praya Central.

GEO. P. LAMBERT,  
Auctioneer, Valuer, and Goods Broker,  
Duddell Street.

V. I. REMEDIOS,  
Auctioneer, Appraiser and Agent,  
8, Queen's Road Central.

## BOARD AND LODGING

STAG HOTEL,  
148 and 150, Queen's Road Central,  
Comfortable and Cheap.

THE WESTERN HOTEL,  
Excellent Accommodation, \$2.50 per day.  
90 and 92, Queen's Road West.

## BOOKBINDING

"DAILY PRESS" OFFICE,  
The only office in China having European  
taught workmen. Equal to Home Work.

BOOKSELLERS AND STATIONERS

W. BREWER & CO.,  
Printers, Bookbinders and Account Book  
Manufacturers, 23 and 25, Queen's Road  
(under Hongkong Hotel).

## BUILDERS

KANG ON,  
Contractor, 30, D'Aguiar Street. Local  
and Coast Port Buildings, Timber, Brick  
and Granite.

CHEMISTS, DRUGGISTS, &c.

THE PHARMACY,  
10, Queen's Road Central. Family and  
Dispensing Chemists, Wines, Spirits and  
Cigars.

THE VICTORIA DISPENSARY,  
Chemists and Druggists, High-class Aca-  
demic, Dealers in Photographic  
Requisites, Queen's Road.

WATKINS, L.D. APOTHECARIES' HALL, 66,  
Queen's Road Central, Cigars, Acquired  
Waters, Wines, Beers, Spirits, etc.

## CURIO DEALERS

FUJIYAMA & CO.,  
Importers, Exporters and Dealers in Japa-  
nese Curios, 1, D'Aguiar St., and at Kobe.

KUHN & KOMOE,  
Fine Art, Japanese and Chinese Curios,  
21 and 23, Queen's Road, Hongkong,  
Shanghai, Kobe, Yokohama.

KWONG HING,  
China Porcelain, Crockery Ware, 50a,  
Queen's Road Central.

## DENTISTS

WONG HOMI,  
Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG,  
Surgeon Dentist, 24, Bank Buildings,  
Opposite Hongkong Hotel.

## DINING ROOMS

THE COSMOPOLITAN HOUSE,  
Breakfasts, Dinners, Suppers, etc.,  
with Meals, 34, Queen's Road.

## DRESSERS

ABRAHAM ELIAS & CO.,  
Milliners, Silk Mercers, Haberdashers,  
Low Prices, 37, 39, Wellington Street.

WING HOP,  
Ladies' Tailor, Dressmaker, Draper, 62,  
Wellington Street.

SEE WOO,  
Tailor, Draper and Outfitter, 67 and 69,  
Queen's Road.

## FLOUR MERCHANTS

SPEERY FLOUR COMPANY,  
Merchant Millers, San Francisco.  
Eastern Branch, Pedder Street,  
WILLIAM WRIGHT, Manager.

## FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.  
Every Household Requisite. Depot for  
Bastman's Kodak Films and Accessories,  
17a, Queen's Road Central.

LI KWONG LOONG,  
Cabinet-maker, Furniture Dealer, Art De-  
corator and Dealer, 17, Queen's Road.

## GROCERS

THE MUTUAL STORES,  
SUB-AGENTS LIPSON, LD.,  
8 and 10 D'Aguiar Street.  
Provision and General Merchants.

H. TIE,  
Wine and Spirit Merchants, Groceries,  
Best Goods, Lowest Rates. Try Charles  
Evangelical Cream, 16, D'Aguiar  
Street.

## JEWELLERS

KANG LEE & CO.,  
Jewellers, Gold and Silversmiths, Watch-  
makers, Japanese Curios and Blackwood  
Furniture. Opposite Post Office, 36,  
Queen's Road Central.

MAISON LEVY HERMANOS,  
Diamond Merchants and Watchmakers, 40,  
Watson's Building, Queen's Road. Also  
at Shanghai, Manila, Paris and Iloilo.

SUN SHING, Established 1840.  
Silks, Gauzes, Crepe-Shawls, Chinaware,  
Ivory, etc., Gold and Silversmiths and  
Engravers, 90, Queen's Road Central.

WAH LOONG,  
Gold and Silversmith, Silk Dresses, Crêpe  
Shawls, Ivory, Lacquerware, Fans,  
Curios, Bristles, Human Hair, Fea-  
thers, 88, Queen's Road Central.

## THE LIGHT OF THE FUTURE

EASTERN ACETYLENE LIGHTING  
COMPANY, Head Office, 62a, Queen's  
Road Central. Fittings of every de-  
scription for the ACETYLENE Light at  
lowest rates.

HONGKONG  
BUSINESS DIRECTORY.

## MERCANTILE AGENT

WOODS & CO.,  
Duddell Street, Agents for American and  
European Export Houses.

## PHOTOGRAPHERS

E. HING,  
Enlarging, Developing, Printing, Mod-  
erate Rates, 20a, Queen's Road East.

MEE CHEUNG,  
Ice House Street, Top Floor. Permanent  
Enlargements, Groups, Views, etc.; Devel-  
opment Works, Amateurs' Requisites.

M. MUMBY, JAPANESE ARTIST,  
Bromide and Crayon Enlargements, Work  
done for Amateurs, 8a, Queen's Road, Cl.

YEE CHUN,  
Marine and Portrait Painter, 50, Queen's  
Road, Upstairs.

H. YERA,  
Japanese Photographer, 14, Beaconsfield  
Avenue, Queen's Road Cl., also Waichai.  
Amateurs' Requisites a Specialty.

## PRINTING

"DAILY PRESS" OFFICE,  
Proofs read by Englishmen.

## RATTAN FURNITURE

WOO KEE, Late HANG CHEUNG SHING,  
Rattan Furniture, Matting, Bamboo Blinds,  
etc., 73, Queen's Road Central.

KWONG TAI LOY,  
Rattan Furniture, Bamboo, Blinds, Mat-  
ting, all Colours, 18, Praya Central.

SANG MOW,  
Rattan Furniture, Bamboo, Screens, Mat-  
ting of all Colours, 43, Queen's Road, Cl.

## SILK GOODS DEALERS

DHUMAL CHELLARAM,  
Dealer in Indian, Chinese, and Japanese  
Silk and Fancy Goods, also Art Works,  
2, D'Aguiar Street.

THE GLOBE (TEJUMULL PONSUNG),  
Indian, Chinese and Japanese Silk Goods,  
Cashmere Shawls, Spanish Wines and  
Manila Cigars, 12, D'Aguiar Street.

SINCERE & CO.,  
Silk Handkerchiefs, Shawls, Table Covers,  
etc., Wholesale and Retail, 122, Queen's  
Road Central and 123, Wellington St.

WASSIAMULL ASSOMULL,  
Wholesale and Retail Importers and  
Exporters, India, Chinese and Japanese  
Silks, Cashmere Shawls and Ceylon  
Lace, 48, Queen's Road, Cl.

SILK LACE MANUFACTURERS

FR. BLUNCK,  
Exporters of Real Hand-made Tordion Lace  
in Silk, Linen and Cotton, Grasscloth and  
Silk Embroideries, Hand-made Silk  
and Linen Lace Curtains made to  
order, 17, Queen's Road, Central.

## STOREKEEPERS

F. BLACKHEAD & CO.,  
Navy Contractors, Shipchandlers, Sail-  
makers, Provision and Coal Merchants,  
Praya Central, next Hongkong Hotel.

KWONG SANG & CO.,  
Shipchandlers, Sailmakers, Hardware,  
Engineer Tools, Brass and Iron Mer-  
chants, 68, Praya Central.

LANE, CRAWFORD & CO.,  
Tailors and Outfitters, Pianoforte Dealers  
Shipchandlers, Furniture Dealers and  
Upholsters, Wine and Spirit Mer-  
chants.

MORE & SEIMUND,  
Shipchandlers, Sailmakers, Riggers, Com-  
mission Agents and General Store-  
keepers, 17, Praya Central.

## TAILORS

AH-MEN, HING-CHEONG & CO.,  
Tailors, Drapers and Outfitters, Queen's  
Road Central, Old Club Site.  
Branch: A-MAN, opposite City Hall.

R. HAUGHTON & CO.,  
Naval, Military and Court, 16, Queen's Road,  
Opposite Kuhn's Curio Store.

HUNG YUEN,  
Outfitters, Shirt Makers, Hatters, Hosiers,  
Drapers, 85, Queen's Road, Central.

LANE, CRAWFORD & CO.,  
Queen's Road.

TAK CHEONG,  
Tailors, Gentlemen's Outfitters, Hatters,  
Hosiers and Drapers, Chinese Silk of  
all kinds, 50, & 52, Queen's Rd. Central.

YEE SANG FAT & CO.,  
Outfitters, Piece Goods, Underwear, Shoes,  
Hats, Silk Handkerchiefs, Opposite Post  
Office, Queen's Road Central.

## TOBACCONISTS

D. S. DADY BURJOR, "LOS FILIPINOS,"  
Importer of the Best Manila Cigars, 25,  
Pottinger Street.

KRUSE & CO.,  
Wholesale and Retail Havana and Manila  
Cigars, Egyptian Cigarettes, Dealers in  
Fancy Goods, Agents,  
Connaught House, Queen's Road.

VICTORIA CIGAR DEPOT,  
1 and 2, Leysane Street East. AGENTS FOR  
W. KENNEDY & Co., 37, Calle San  
Jacinto, Manila, "Windsor Lady" and  
"The Jockey" Cigars.

## WINE &amp; SPIRIT MERCHANTS

H. PRICE & CO.,  
12, Queen's Road  
and Calle Anlogue, Manila.

## AMERICAN SYSTEM

DENTISTRY  
AT  
No. 39, QUEEN'S ROAD CENTRAL.  
CHADWICK KEW  
(LATE OF POATE & NORRIS).  
Hongkong, 15th September, 1899. [1756]

## THE BOXER MOVEMENT.

In the Shanghai Mercury appears an interest-  
ing history of the rise and spread of the I Ho  
Chuan or "Boxer" movement, which by the  
courtesy of Dr. Hykes, of the American Bible  
Society, our contemporary is able to the re-  
produce from the reports of the Society's  
Tientsin agent. The writer says:—

In order to present the matter intelligently  
it will be necessary for me to write a brief  
summary of the uprising from its beginning.  
While confined principally to Shantung Pro-  
vince, it is affecting seriously all Christian work  
in the North, and is rapidly assuming vast  
proportions and spreading like a forest fire from  
village to village. I have gathered all the in-  
formation possible from various sources, both  
native and foreign, but as it is important that  
only facts should be presented, I will make only  
such statements as are amply proven. Most of  
the statements given below are those which have  
been communicated officially to Minister Conger  
by our American missionaries, and they do not  
include the reports of innumerable outrages  
of which we have no reliable information. The  
I Ho Chuan ("righteous harmony fists") com-  
monly known as the "Boxers," is a so-called secret  
society which made its first appearance about one  
year ago. It rapidly attracted multitudes of  
men, both young and old, who formed into small  
bands of gymnasts. Each band was conducted  
by a "demonized" leader, who, by the selection  
of an epileptic patient or by the aid of hypno-  
tism, caused a "medium" to display wild and  
unmannerly symptoms or to utter wild and  
strange speech, this serving as a basis for  
the claim of this society to spiritual power.  
Every follower was assured of immunity  
from death or physical injury—their bodies  
being spiritually protected from sword  
cuts and bullets. By the first of last July the  
Boxers had added vast numbers to their ranks,  
and all were armed with broad-swords and in  
some cases with fire-arms. Gymnastic exercises  
and drills were going on in hundreds of villages,  
and the Boxers soon announced their intention  
of rising against the Roman Catholics, there  
having been a strong feeling of hostility toward  
them for years, a feeling which was intensified  
in 1898, when the Catholics purchased a temple  
in the village of Li Lien Yuan and replaced it  
by a church. At that time eighteen villages united  
and attacked the chapel. The Boxers finally  
became so powerful and so much in evidence  
that the Governor of Shantung sent a force  
to disperse them, which only excited them  
to more open and bitter opposition toward  
the Catholics, against whom they began to  
stir up violent opposition. They represented to  
ignorant multitudes that the sympathies  
of Government were with them, and adopted  
as a motto, "Exalt the Dynasty and extirpate  
the foreigners." One placard, which was widely  
circulated by them, reads as follows:

"THE UNIVERSAL BOXER SOCIETY.  
You are personally invited to meet on the  
seventh day of the ninth moon.  
Elevate the Manchus.  
Kill the foreigners.  
Unless this summons is obeyed, you will lose  
your heads."

From the time this placard was issued up to  
the present, Shantung has been a scene of riot.  
Aimed originally at the Roman Catholics, the  
movement gradually grew into opposition to  
everything foreign, and the natives in both  
Catholic and Protestant churches were the  
sufferers. Hundreds of native families were  
rendered homeless, many were killed, and the  
Boxers, unchecked, looted and burned and ro-  
bed and killed until they were beyond control.  
A recital of the various attacks cannot be given  
here—it would fill a volume. In December in  
one district alone, the homes of two hundred  
families had been looted and burned, all available  
property confiscated and the sufferers forced to  
live without food or sufficient clothing, in the  
midst of an unusually cold winter. Some  
were captured and held for ransom, others were  
taken by missionaries and given such aid and  
protection as was possible. In the meantime the  
officials have been wholly unmindful of the  
terrors surrounding them. Indeed, it is now  
known that the former Governor of Shantung  
had encouraged and aided the Boxers in their  
organization, and this (apparently) with the  
approval of the Central Government. What  
was at first anti-Catholic, then anti-Christian,  
now proves to go deeper—it is anti-foreign.

The Peking Government spoke of the Boxers as  
"patriots," and they were believed to be formed  
as a sort of militia to prevent the encroachments  
of the Germans in Shantung and to support the  
government. Thus the pillaging and rioting,  
went on unchecked, notwithstanding repeated  
warnings and petitions both from the native  
sufferers and the missionaries. Minister Conger  
acted promptly upon all information as received,  
but in spite of ready acquiescence and polite  
letters from the Tsungli Yamen (Foreign  
Bureau) nothing was really done to put down  
the rebellion, now properly so-called, since it  
had passed beyond official control. Finally Mr.  
Brooks was captured by the Boxers, mutilated  
and beheaded, and then the extreme gravity of  
the situation was revealed. The Government  
could no longer govern, nor afford protection,  
nor stay the rebellion. Of this event Minister  
Conger wrote: "This has finally aroused the  
authorities here to the extreme gravity of the  
situation, and a special Edict has been telegraphed  
Gen. Yuan (Military Governor) to forthwith  
arrest and punish the offender and also to punish  
all delinquent officials, and he promises prompt and  
energetic compliance." Despite this Edict  
it was apparent that there were varied counter-  
acting forces at work. There was evident pres-  
sure on the wrong side from Peking, and this  
met with ready response on the part of the  
Chinese. In a telegram to our missionaries in  
December, Mr. Conger says "Tsungli Yamen  
has peremptorily ordered Governor despatch

soldiers; use every means suppress rioters, afford  
protection," and nine days later he had secured  
a promise that they would take "vigorous action"  
in Shen Chou. Not the smallest attention was  
given to these promises. When the missionaries  
asked for troops, in view of the terrorized con-  
dition of three counties, Mr. Conger telegraphed  
that "Yamen sent instructions send troops," but  
no troops were sent, nor was there any reason to  
think that such orders were ever issued. H.E. Yu  
Hsien, the Shantung Governor, who had fostered  
and aided the Boxers, was removed under foreign  
pressure and replaced by Gen. Yuan Shih Kai,  
but although supposed to be in disgrace for his  
failure to suppress the rioters, he was received  
with honour by the Court in Peking, and pre-  
sented with a scroll written by the hand of the  
Empress Dowager—a mark of high favour.  
Great things were promised by Gen. Yuan, but  
as yet it cannot be said that he has accomplished  
anything. Neither previous to his arrival in  
Shantung nor since has there been any arrest of  
the leaders, so far as is known. There is a  
popular impression, widely prevailing, that this  
rebellion is approved in Peking, and nothing  
has tended to dissipate this impression. True  
some Boxers have been killed (the lack of  
spiritual protection being due to their lack  
of faith), but the spirit of defiance has not  
diminished and on every hand may be heard  
open threats that when spring arrives vast armies  
of Boxers will march on to Tientsin to join  
Gen. Tung Fa Hsiang, who is believed to be  
awaiting them, when "every foreign devil will  
be swept into the sea and China will be saved."  
Impossible or improbable as the threats of the  
Boxers may seem, they are not to be lightly  
regarded. The whole plan of the Society is im-  
possible of execution, yet it has already cost great  
numbers of lives, devastated great areas, and the  
outrages do not diminish. The movement con-  
tinues to spread from county to county, and has  
now passed the borders of Shantung into Chihli.  
The first outbreak in Chihli Province took place  
on the night of December 31st, when a large num-  
ber of Boxers attacked a Roman Catholic  
station, burned the chapel, and killed and mu-  
tulated two natives. The district magistrates  
have all been manifestly inefficient or thorough-  
ly in sympathy with the Boxers. One  
"who was efficient and active, was removed  
from his post, a fact that requires no comment.  
The officials without exception are content to  
parley with the rioters, asking them as a favour  
to refrain from drilling and if this is refused,  
dropping the matter entirely. In reports to  
their superiors these officials deny the presence  
of Boxers in their districts, a fact which renders  
it impossible to ask for troops, since there is no  
need for them! The methods adopted by the  
local officials are illustrated by the act of the Hsiao  
Chin Magistrate, who on one occasion found a  
large force assembled to plunder on the border of  
his district. He requested them to cross the river  
into Chihli, and to facilitate this gave them an  
abundance of bread-cakes, as he had done to an-  
other army of Boxers in his own city a month  
before. The Boxers gladly crossed the river,  
but when the Magistrate had departed to re-  
port that he had met and dispersed the bandits  
they returned to resume their plundering in  
his own county. This is a fair sample of Chi-  
nese Government and diplomacy. In a latter  
instance this same magistrate replied to the  
Potsdam Bureau, when complained of by Ameri-  
cans, that he appeared with an army and routed  
the Boxers, the fact being that he forbade the  
troops to fire a shot. The Ping Yuen Magis-  
trate, whose district is alive with rebellion, went  
last month to a large market town (a Boxer  
centre) and had the headman sign a paper de-  
claring that there were no Boxers there, he pro-  
mising that previous offences should be condoned.  
This document was only one of many similar ones  
sent into the Government, other magistrates  
having followed the worthy example of this  
one, thus relieving themselves of responsibility  
and excusing their inaction. It is through  
such men that reports must reach the Govern-  
ment, at whose hands we must look for justice.  
The situation is still serious—the reign of  
terror is far from ended. Hundreds have re-  
ported heavy losses, but owing to the terror  
inspired by the Boxers there are many who  
dare not complain for fear of new outrages.

"DON'T LET THE CLOCK RUN  
DOWN."  
"The human body," says a great physician,  
"is a seventy-year clock."  
Yes, and like all other clocks the time it  
runs depends largely on how it is treated. Take  
the pendulum weight off the end of the wire and  
your clock will rattle away at the rate of half a  
dozen hours in one. Neglect it and it will run  
irregularly; now fast, now slow. Break the  
mainpring, or a wheel, and it stops instantly.  
Take intelligent care of it and a good clock will  
serve your grandchildren as faithfully as it now  
serves you.

There is an important difference, however, be-  
tween your clock and your body. Even after  
your clock is completely run down, and at a  
standstill, you can wind it up and set it going  
again. Not so with the body. Once stopped it  
goes no more.

We know the limits of his meaning perfectly  
well, yet, speaking literally, Mr. Matthew L.  
Brown was not "completely run down" at the  
time he refers to. Thankful we are, and more  
thankful still he is, for that. But he was fright-  
fully near it. The pendulum beat very slowly  
and weakly, and the hands could scarcely be  
trusted to tell the true time.

About five years ago," writes Mr. Brown,  
"I was completely run down. I lost my appetite.  
I could get nothing to lie on my stomach. Some-  
times I would take dizzy spells and nearly fall  
down, and would see black dots before my eyes.  
I kept getting worse all the time.  
I tried different patent medicines; they gave  
me no relief. I kept getting worse. I tried two  
of the best doctors in the place; they did me no  
good. I was obliged to take to my bed.  
"I would take faint spells and my heart  
would beat and flutter, and I would nearly  
suffocate for breath. I felt more like dying than  
living."

[These fainting or sinking spells of which Mr.  
Brown speaks are a peculiar feature of the dis-  
ease he was suffering from. Only modern physi-  
cians, and not all of them, understand their  
gravity or have given them the study they call  
for. No sensation is more alarming, none more

demoralizing to the patient. While they last  
the angel of death seems to have folded his wings  
over the sufferer's pale and anxious face. The  
cause is a poison in the blood arising from con-  
tinued fermentation of food in the stomach. It  
acts upon the nerves of the brain, lungs, and  
heart as a hand might impede the pendulum of a  
great clock."

"I began to think," adds our correspondent,  
"that I never should get around again. My  
wife wanted me to try Mother Seigel's Syrup.  
I said I didn't think it was any use. She went  
and got a bottle of Mother Seigel's Syrup, and  
before I had taken it I was able to go to my  
work."

"I have taken several bottles since. I am now  
able to work as hard as ever. I would advise  
any one that is suffering as I was to try Mother  
Seigel's Curative Syrup, and it will not be in  
vain. Yours truly (Signed) Matthew L. Brown,  
East Mapleton, March 28th, 1895."

Our friend, laboured under a profound attack  
of indigestion or dyspepsia. The symptoms he  
described were due to its effects upon the nervous  
system, and through that upon other organs. It  
follows that the medicine to avail him must be  
one having power to act upon the stomach and  
liver, render nutrition possible by means of the  
restored digestion, and so give new life to the  
whole body.

This is what Mother Seigel's Syrup did for  
our correspondent, and does for all who appeal to  
it under like circumstances. It winds up the clock  
before the pendulum has ceased to swing. But  
keep an eye to that bottle of yours, and don't  
let it run so far down. In other words,  
the very hour you feel the first sign of illness,  
take a dose of Mother Seigel's Syrup. [55]

WING, CHEONG.  
JEWELRY, PEARLS, DIAMONDS,  
CURIOUS, JADESTONEWARE, CARVED  
IVORYWARE, SILKS, and GRASS  
CLOTHS.  
GENERAL EXPORTERS.  
We beg to inform the Ladies and Gentlemen  
of this Colony that we commenced Business on  
the 11th April, 1899, and we solicit their kind  
patronage.  
Nos. 1 & 3, D'AGUIAR STREET,  
Hongkong, 5th April, 1900. [1910]

DAVID COBSAR & SON'S  
MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
RELIANCE CROWN  
TARPAULING  
ARNHOLD, KARBURG & CO.,  
Sole Agents.  
NOTICES TO CONSIGNEES.  
IMPERIAL GERMAN MAIL LINE.  
NOTICE TO CONSIGNEES.  
THE Steamship  
"KONIG ALBERT."  
OF THE NORDEUTSCHER LOYD.  
The above named steamer having arrived,  
Consignees of cargo are hereby informed that  
their Goods, with the exception of Opium,  
Treasures, and Valuables, are being landed and  
stored at their risk into the Godowns of the  
Hongkong and Kowloon Wharf and Godown  
Co., Limited, Kowloon, whence delivery may be  
obtained.  
Optional Cargo will be forwarded unless  
notice to the contrary be given before NOON,  
TODAY.  
No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 16th July will be  
subject to rent.  
All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on TUESDAY, the 17th July, at 9.30 A.M.  
All claims must reach us before the 21st  
July, or they will not be recognized.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by the  
undersigned.

NORDEUTSCHER LOYD.  
MELCHERS & CO.,  
Agents.  
Hongkong, 9th July, 1900. [8]  
NOTICE TO CONSIGNEES.  
THE P. & O. S. N. Co.'s Steamship  
"MALTA."  
FROM ANTWERP, LONDON, PORT  
SAID, SUEZ, COLOMBO  
AND STRAITS.  
Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
Goods are landed.  
This vessel brings on Cargo:—  
From London, &c., ex s.s. China.  
Optional goods will be landed here unless  
instructions are given to the contrary before  
1 P.M. TO-DAY.  
Goods not cleared by the 12th instant, at  
4 P.M. will be subject to rent.  
No Fire Insurance will be effected by me in  
any case whatever.  
All damaged packages must be left in the  
Godowns and a certificate of the damage ob-  
tained from the Godown Company within ten  
days after the vessel's arrival here, after which  
no claims will be recognized.  
A. M. MARSHALL,  
Acting Superintendent.  
Hongkong, 6th July, 1900. [1]  
FROM HAMBURG, PENANG AND  
SINGAPORE.

THE H.A.L. Steamship  
"HOLSATIA."  
Captain Bahl, having arrived from the above  
ports, Consignees of Cargo are hereby requested  
to send in their Bills of Lading for counter-  
signature by the Undersigned and to take im-  
mediate delivery of their goods from alongside.  
Optional Cargo will be forwarded unless  
notice to the contrary be given before 3 P.M.  
TO-DAY.  
Any Cargo impeding her discharge will be  
landed into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, Limited,  
and stored at Consignees' risk and expense.  
No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after 18th instant, will be subject  
to rent.  
All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 19th inst., at 3 P.M.  
No Fire Insurance has been effected.  
SIEMSEN & CO.,  
Agents.  
Hongkong, 7th July, 1900. [1935]

CHINA NAVIGATION COMPANY,  
LIMITED.  
FOR CEBU AND ILOILO.  
THE Company's Steamship  
"KAIFONG."  
Captain Pennafather, will be despatched as above  
on WEDNESDAY, the 15th instant, at 4 P.M.  
The attention of Passengers is directed to the  
Superior Accommodation offered by this  
twin screw Steamer.  
A duly qualified Surgeon is carried and the  
Vessel is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 10th July, 1900. [1947]  
OCEAN STEAMSHIP COMPANY.  
FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship  
"CALCHAS."  
Captain Bartlett, will be despatched as above  
on TUESDAY, the 7th August.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 30th June, 1900. [1865]

## VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.  
NOTICE.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, BOMBAY, ADEN,  
EGYPT, MARSEILLES, MEDITER-  
RANEAN AND BLACK SEA PORTS.  
LONDON, HAVRE, BORDEAUX.  
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 16th July, 1900, at  
1 P.M., the Company's Steamship  
"SYDNEY," Captain Allegre, with Mails,  
Passengers, Specie and Cargo, will leave  
this port for MARSEILLES via BOMBAY.  
This Steamer connects at COLOMBO with  
the s.s. *Armand Bebec*, which vessel takes on her  
Passengers and Mails, leaving that port on the  
24th instant direct to Suez, Port Said and  
Marseilles.  
Cargo and Specie will be registered for Lon-  
don as well as for Marseilles, and accepted in  
transit through Marseilles for the principal  
places of Europe.  
Shipping Orders will be granted till Noon,  
Cargo will be received on board until 4 P.M.  
Specie and Parcels until 3 P.M. on the 15th  
July. (Parcels are not to be sent on board;  
they must be left at the Agency's Office.) Con-  
tainers and Values of Packages are required.  
For further Particulars, apply at the Com-  
pany's Office.  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 4th July, 1900. [2]

CHINA NAVIGATION COMPANY,  
LIMITED.  
FOR MANILA.  
THE Company's Steamship  
"TAIWAN."  
Captain Harder, will be despatched as above on



## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA PORTS OF CALL	VALETTA	Brit. str.	—	F. N. Tillard	P. & O. S. N. Co.	On 21st inst. at Noon.
LONDON VIA SUEZ CANAL	STENTON	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE	On 24th inst.
LONDON VIA SUEZ CANAL	ALCHER	Brit. str.	—	Bartlett	BUTTERFIELD & SWIRE	On 24th inst.
BREMEN VIA PORTS OF CALL	STUTTGART	Ger. str.	—	C. F. Lockstone, R.N.	MELCHERS & CO.	On 26th inst. at Noon.
MARSEILLES &c. VIA PORTS OF CALL	CANTON	Brit. str.	—	—	—	To-day, at 4 P.M.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	SYDNEY	Brit. str.	—	—	—	On 16th inst. at 1 P.M.
HAVRE & HAMBURG	HITACHI MARU	Jap. str.	—	G. Anderson	NIPPON YUSEN KAISHA	On 27th inst. at Daylight.
HAVRE & HAMBURG	WITTENBERG	Ger. str.	—	Hempel	CARLOWITZ & CO.	On 16th inst.
HAVRE & HAMBURG	SAVOIA	Ger. str.	—	Mueller	CARLOWITZ & CO.	On or about 7th Aug.
HAVRE & HAMBURG	NURNBERG	Ger. str.	—	Brann	CARLOWITZ & CO.	On or about 28th Aug.
HAVRE & HAMBURG	SIBIRIA	Ger. str.	—	Binner	CARLOWITZ & CO.	On or about 4th Sept.
TRIESTE &c. VIA PORTS OF CALL	AFGHANISTAN	Brit. str.	—	A. Mitha	SANDER, WHEELER & CO.	On or about 15th Sept.
NEW YORK VIA SUEZ CANAL	ACABA	Ger. str.	—	Petersen	DODWELL & CO. LIMITED	On 17th inst.
NEW YORK VIA SUEZ CANAL	ALBENGA	Brit. str.	—	G. E. Elliot	DODWELL & CO. LIMITED	On or about 15th inst.
VICTORIA, B.C. & TACOMA V. AMOY, &c.	BRITONSHIRE	Brit. str.	—	H. Pybus, R.N.	CANADIAN PACIFIC R. CO.	On 28th inst.
VICTORIA, B.C. & TACOMA V. AMOY, &c.	TAMBAR	Brit. str.	—	G. A. Lee, R.N.	SHEWAN, TOMES & CO.	On or about 4th Aug.
VICTORIA, B.C. & TACOMA V. AMOY, &c.	EMPEROR OF JAPAN	Brit. str.	—	J. Kennedy	CARLOWITZ & CO.	On 26th inst.
VANCOUVER VIA SHANGHAI &c.	MONMOUTHSHIRE	Brit. str.	—	—	—	On or about 11th Aug.
PORTLAND, OREGON, &c.	GAELIC	Brit. str.	—	—	—	On 18th inst.
SAN FRANCISCO VIA SHANGHAI, &c.	HONGKONG MARU	Jap. str.	—	Williams	PACIFIC MAIL S. S. CO.	To-morrow, at Daylight.
SAN FRANCISCO VIA SHANGHAI, &c.	CHINGTU	Brit. str.	—	Harder	BUTTERFIELD & SWIRE	On 21st inst. at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	YAWATA MARU	Jap. str.	—	E. Moser	NIPPON YUSEN KAISHA	On 31st inst. at Noon.
AUSTRALIAN PORTS	EASTERN	Brit. str.	—	Ellis	GIBB, LIVINGSTON & CO.	On 8th Aug.
AUSTRALIAN PORTS	TIENTSIN	Brit. str.	—	—	—	On 16th inst.
YOKOHAMA & KOBÉ	ROSETTA	Brit. str.	—	C. C. Talbot, R.N.	P. & O. S. N. Co.	On 16th inst. at 4 P.M.
YOKOHAMA & KOBÉ	SHIMANO MARU	Jap. str.	—	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 27th inst. at 4 P.M.
NAGASAKI, KOBÉ & YOKOHAMA	KASUGA MARU	Jap. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	On 27th inst. at 5 P.M.
MOJIKOBE & YOKOHAMA	MIKE MARU	Jap. str.	—	S. Kawamura	NIPPON YUSEN KAISHA	To-day, at Noon.
SHIMONOSEKI	PAKHOI	Ger. str.	—	G. Houmanna	BUTTERFIELD & SWIRE	On or about 21st inst.
SHANGHAI	LYEENON	Brit. str.	—	F. W. Vibert, R.N.	DOUGLAS LAFRAIK & CO.	To-day, at 4 P.M.
SWATOW, AMOY & FOCHOW	HAITAN	Brit. str.	—	N. Nagata	MIYOSU BUSSAN KAISHA	On 19th inst. at Noon.
SWATOW, AMOY & TAIWAN	ANPING MARU	Jap. str.	—	I. Sato	BUTTERFIELD & SWIRE	On 16th inst. at 4 P.M.
AMOI	TELEMACHUS	Brit. str.	—	Sawyers	BUTTERFIELD & SWIRE	On 16th inst.
MANILA	CHINGTU	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	On 16th inst. at 4 P.M.
MANILA DIRECT	DIAMANTE	Brit. str.	—	Harder	SHEWAN, TOMES & CO.	On 17th inst. at 5 P.M.
MANILA DIRECT	SUNGIANG	Brit. str.	—	—	—	On 19th inst. at 4 P.M.
CEBU & ILOILO	KAIPOING	Brit. str.	—	Fonckelhor	BUTTERFIELD & SWIRE	On 18th inst. at 4 P.M.
SAMARANG & SOERABAYA	HANCHOV	Brit. str.	—	Pearce	BUTTERFIELD & SWIRE	On 17th inst. at Noon.

## SHIPPING.

**ARRIVALS.**  
 July 11, BAYERN, German str., 3,128, H. Bleeker, Yokohama 30th June, Mails and General.—MELCHERS & CO.  
 July 12, TERN, Norwegian str., 710, H. Dahl, Chefoo 4th July, General.—EAST ASIATIC TRADING CO.  
 July 12, TITROS, German str., 1,033, H. Schlatter, Cebu 7th July, Hemp.—DODWELL & CO. LTD.  
 July 12, CANTON, British steamer, 2,164, C. F. Lockstone, B.N.E., Kobe via Ports 30th June, General.—P. & O. S. N. Co.  
 July 12, HAINAN, British str., 630, W. J. Davis, Swatow 11th July, General.—DOUGLAS LAFRAIK & CO.  
 July 12, SHIMANO MARU, Jap. str., 6,081, Parsons, Singapore 6th July, General.—NIPPON YUSEN KAISHA.  
 July 12, LIGHTNING, British str., 2,122, J. G. Spence, Calcutta 23rd June and Straits 6th July, General.—D. SASSON, SONS & CO.  
 July 12, PAKHAN, British str., 1,235, J. Jenkins, Bangkok 6th July, Rice.—BRADLEY & CO.  
 July 12, BENOLUTHA, British str., 1,320, Sleeman, Canton 12th July, General.—CHINESE.  
 July 12, PRINCETON, Amr. str., 6-lt., from Canton.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
 12TH JULY.  
 Kamakura Maru, Japanese str., for London.  
 Karamida, British str., for Manila.  
 Apenrade, German str., for Hoihow.

## DEPARTURES.

July 11, PALAMCOOTA, British troopship, for Weihaiwei.  
 July 11, TAIYO MARU, Jap. str., for Chefoo.  
 July 11, KIANSHI, Chinese str., for Moji.  
 July 11, KURDISTAN, British str., for Shanghai.  
 July 11, ANPING, British str., for Canton.  
 July 11, TAIYANG, German str., for Shanghai.  
 July 12, LYEENON, German str., for Canton.  
 July 12, MENLAUS, British str., for London.  
 July 12, DEVAWONGSE, British str., for Swatow.  
 July 12, MONGKUT, German str., for Bangkok.  
 July 12, YUESSANG, British str., for Manila.  
 July 12, CHENYODA, British str., for Calcutta.  
 July 12, LIENSHING, British str., for Shanghai.  
 July 12, TRYM, Norwegian str., for Canton.  
 July 12, KWANGPINO, Chi. str., for Shanghai.  
 July 12, BAYERN, German str., for Europe.

## VESSELS IN DOCK.

ASBERRY DOCKS.—Glenshee.  
 KOWLOON DOCKS.—U.S.S. Monterey, Chang-sha, Chuen-tiao, Monmair, Argus, Empress of Japan, Haiman, Marie Jensen.  
 COSMOPOLITAN DOCK.—Goodwin.

## SHIPPING REPORT.

The British steamer Haiman, from Swatow 12th July, had moderate to fresh S.W. wind and sea and fine weather. Vessels in Swatow—Dagmar, Kweilin, Chihli and Kaching.

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the Owners will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:  
 GLENSHEE, British bark, Burns—Sander, Wiler & Co.  
 J. P. HITCHCOCK, Amr. ship, Gates—Siemens & Co.  
 R. C. RICKMERS, German ship, Otto—Arnhold, Karberg & Co.

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
 FOR SWATOW, AMOY AND FOCHOW.  
 THE Company's Steamship.  
 "HAITAN."  
 Captain Roach, will be despatched for the above ports TO-DAY, the 13th inst., at 11 A.M. For Freight or Passage, apply to DOUGLAS LAFRAIK & CO., General Managers.  
 Hongkong, 12th July, 1900. [1960]

## CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBÉ.  
 THE Company's Steamship.  
 "TIENTSIN."  
 will be despatched as above TO-DAY, the 13th inst., at Noon.  
 For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
 Hongkong, 10th July, 1900. [1925]

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).  
 THE Company's Steamship.  
 "DIAMANTE."  
 will be despatched as above on TUESDAY, the 17th inst., at 5 P.M.  
 The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with the Refrigerating Chamber.  
 A Doctor is carried.  
 For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.  
 Hongkong, 9th July, 1900. [1967]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.  
 THE Company's Steamship.  
 "ANPING MARU."  
 Captain I. Sato, will be despatched for the above ports on WEDNESDAY, the 25th July, at DAYLIGHT.  
 For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.  
 Hongkong, 11th July, 1900. [1443]

## NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORT every fortnight. For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan.  
 Hongkong, 4th August, 1897.

## VESSELS ON THE BERTH

## OCEAN STEAMSHIP COMPANY.

## FOR AMOY.

THE Company's Steamship.  
 "TELEMACHUS."  
 Captain Sawyers, will be despatched as above TO-DAY, the 13th inst.  
 For Freight, apply to BUTTERFIELD & SWIRE, Agents.  
 Hongkong, 11th July, 1900. [1958]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

## FOR SWATOW, AMOY, AND TAMSUI.

## THE Company's Steamship

"TAMSUI MARU."  
 Captain H. Nagata, will be despatched for the above ports on SUNDAY, the 15th inst., at DAYLIGHT.  
 For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.  
 Hongkong, 9th July, 1900. [15]

## FOR NEW YORK VIA SUEZ CANAL.

## THE Steamship

"AFGHANISTAN"  
 will be despatched for the above port about the 15th July, and Steamship  
 For Freight, apply to DODWELL & CO., LD., Agents.  
 Hongkong, 4th July, 1900. [184]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

## THE Company's Steamship

"CHINGTU."  
 Captain Williams, will be despatched as above on MONDAY, the 16th July.  
 The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.  
 A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
 For Passage, apply to BUTTERFIELD & SWIRE, Agents.  
 Hongkong, 18th June, 1900. [1780]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

## THE Company's Steamship

"CHINGTU."  
 Captain Williams, will be despatched as above on MONDAY, the 16th July.  
 The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.  
 A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
 For Passage, apply to BUTTERFIELD & SWIRE, Agents.  
 Hongkong, 18th June, 1900. [1780]

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

## FOR MANILA (DIRECT).

## THE Company's Steamship

"DIAMANTE."  
 will be despatched as above on TUESDAY, the 17th inst., at 5 P.M.  
 The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with the Refrigerating Chamber.  
 A Doctor is carried.  
 For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.  
 Hongkong, 9th July, 1900. [1967]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

## FOR SWATOW, AMOY, AND TAIWANFOO.

## THE Company's Steamship

"ANPING MARU."  
 Captain I. Sato, will be despatched for the above ports on WEDNESDAY, the 25th July, at DAYLIGHT.  
 For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.  
 Hongkong, 11th July, 1900. [1443]

## NATAL LINE OF STEAMERS.

## THE Undersigned GENERAL AGENTS

## in CHINA and JAPAN for the above Line

## are prepared to issue THROUGH BILLS

## OF LADING for all the principal ports

## in SOUTH AFRICA, in connection with

## INDO-CHINA STEAM NAVIGATION Co.'s fortnightly

## service hence to CALCUTTA. Sailings from

## CALCUTTA for CAPE PORT every fortnight.

## For Freight and further particulars,

## apply to DODWELL &amp; CO., LIMITED,

## General Agents for China and Japan.

## Hongkong, 4th August, 1897.

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

## FOR STEAMERS TO SAIL ON

## REMARKS.

MARSEILLES AND CANTON { 4 P.M. 13th July } Freight or Passage.  
 LONDON { C. F. Lockstone, R.N. }  
 SHANGHAI { COROMANDEL } About 20th July } Freight or Passage.  
 { F. W. Vibert, R.N. }  
 LONDON, &c. { VALETTA } Noon, 21st July } See Special Advertisement.  
 { F. N. Tillard }  
 YOKOHAMA VIA NA { ROSETTA } About 21st July } (Passing through the Inland Sea). Freight or Passage.  
 GASAOKI AND KOBÉ { C. C. Talbot, R.N. }  
 For Further Particulars, apply to  
 A. M. MARSHALL, Acting Superintendent.  
 Hongkong, 27th March, 1900. [1]

## NIPPON YUSEN KAISHA

## (THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

## STEAMERS.

## DESTINATIONS.

## SAILING DATES.

KAMAKURA MARU { MARSEILLES, LONDON, and } FRIDAY, 13th July, at  
 H. Peterson { ANTWERP, VIA SINGAPORE, } DAYLIGHT.  
 { PENANG, COLOMBO & PORT }  
 SHINANO MARU { NAGASAKI, MOJIKOBE, KOBÉ } FRIDAY, 13th July, at  
 S. J. G. Parsons { and YOKOHAMA } 4 P.M.  
 MIKE MARU { MOJIKOBE and YOKOHAMA } TUESDAY, 17th July.  
 S. Kawamura { NAGASAKI, KOBÉ & YOKOHAMA } SATURDAY, 21st July, at  
 KASUGA MARU { MARSEILLES, LONDON, and } Noon.  
 E. W. Haswell { ANTWERP, VIA SINGAPORE, }  
 { PENANG, COLOMBO & PORT }  
 HITACHI MARU { SYDNEY and MELBOURNE } FRIDAY, 27th July, at  
 G. Anderson { via AUCKLAND, } 4 P.M.  
 { DUNEDIN, and BRISBANE }  
 YAWATA MARU { SYDNEY and MELBOURNE } FRIDAY, 27th July, at  
 A. E. Moser { via AUCKLAND, } 4 P.M.  
 { DUNEDIN, and BRISBANE }  
 Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.  
 For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chester Road.  
 A. S. MIHARA, Manager.  
 Hongkong, 10th July, 1900. [12]

## NORTHERN PACIFIC

## STEAMSHIP CO.

## PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.

## FOR VICTORIA, B.C. AND TACOMA

## IN CONNECTION WITH

## NORTHERN PACIFIC RAILWAY CO.

## FOR PORTLAND, OREGON, IN CONNECTION WITH

## OREGON RAILROAD AND NAVIGATION CO.

## STEAMER.

## Tons.

## Captain.

## Proposed Sailing.

BRECONSHIRE 3,587 G. E. Elliot July 28 MONSHIRE 2,872 J. Kennedy Aug. 4  
 VICTORIA 3,502 J. Panton Aug. 7 BRAEMAR 3,601 W. Watt Aug. 25  
 QUEEN ADELAIDE 2,832 F. McNair Aug. 29 ARGYLL 2,907 W. S. Thomson Sept. 20  
 DUKE OF FIFE 3,821 J. S. Cox Sept. 5 MONSHIRE 2,872 J. Kennedy Oct. 20

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.  
 Excellent accommodation. First class Table. Doctor and Stewards carried.  
 Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.  
 HONGKONG TO LONDON, £47.  
 HONGKONG TO NEW YORK, £41.  
 The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.  
 HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, £28.  
 The best route to the KLONDIKE GOLD FIELDS. Frequent Sailings from Victoria, Tacoma and Portland to DYEA, and SE. MICHAEL.  
 HONGKONG TO YELLOWSTONE PARK AND BACK, £65 10s. 0d.  
 This route covers the coast voyage to Tacoma or Portland and back, Railway from Tacoma or Portland to Livingston and return, and Stage Coach transportation, Cinnabar to Mammoth Hot Springs, Norris, Fountain and Upper Geyser Basins, Yellowstone Lake, Grand Canyon and Falls of the Yellowstone, and return, and five and one half days' board at the Park Association Hotels.  
 These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 8th August, and will be good for re-embarkation on N. P. Steamer within four months, thus affording ample time for hunting and fishing trips in addition to the tour of the Park.  
 The round trip can be made within three months.  
 Rates of Passage to other Points on application.  
 A Special rate allowed to members of Government Service.  
 For further information as to Passage or Freight, apply to DODWELL & CO. LIMITED, General Agents.  
 Hongkong, 24th May, 1900. [10]

## VESSELS ON THE BERTH

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
 CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
 Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 18 knots.

## PROPOSED SAILINGS FROM HONGKONG

## (SUBJECT TO ALTERATION.)

"EMPEROR OF JAPAN" Comdr. G. A. Lee, R.N.E. WEDNESDAY, 18th July, 1900.  
 "EMPEROR OF CHINA" Comdr. R. Archibald, R.N.E. WEDNESDAY, 8th Aug., 1900.  
 "EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.E. WEDNESDAY, 29th Aug., 1900.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.  
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Government.  
 The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.  
 For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder Street.

Hongkong, 28th June, 1900.

## NORDEUTSCHER LLOYD

## HAMBURG-AMERIKA LINIE.

## (FREIGHT SERVICE).

## (FREIGHT SERVICE).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and Baltic Ports, NORTH and SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WITTENBERG	HAVRE and HAMBURG (London with transshipment in Hamburg)	On 16th July } Freight.
SAVOIA	HAVRE and HAMBURG (London with transshipment in Hamburg)	About 7th Aug. } Freight and Passage.
NURNBERG	HAVRE and HAMBURG (London with transshipment in Hamburg)	About 26th Aug. } Freight.
SIBIRIA	HAVRE and HAMBURG (London with transshipment in Hamburg)	About 4th Sept. } Freight and Passage.
MARBURG	HAVRE and HAMBURG (London with transshipment in Hamburg)	About 15th Sept. } Freight.

\* These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.  
 For further particulars as to Freight, Passage, etc., apply to

## CARLOWITZ &amp; CO.,

## AGENTS.

## HAMBURG-AMERIKA LINIE, NORDEUTSCHER LLOYD

Hongkong, 6th July, 1900.

## IMPERIAL GERMAN MAIL LINE.















